

### Shipping.

**Steamers.**

**MOGUL LINE OF STEAMERS.**

**FOR SHANGHAI, KOBE AND YOKOHAMA.**

The Steamship  
"The *Orion*,"  
under the command of Captain HANCOCK, will  
be dispatched as above  
on or about FRIDAY, the 2nd Proximo,  
instead of as previously advertised.

For Freight or Passage, apply to  
**DODWELL, CARLILE & Co.,**  
Agents.

Hongkong, October 31, 1894. 17195

**NAVIGAZIONE GENERALE ITALIANA**  
(FLORENCE AND RAVENNA UNITED COMPANIES)

**STEAM FOR**  
**SINGAPORE, PENANG & BOMBAY.**  
Having connection with Messrs. Mal  
Steamers to ADEN, SUERZ, PORT SAID  
MESSINA, NAPLES, (LEGNORNI)  
and GENOA: ALL MEDITERRANEAN

CAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Steamship  
*Bornida*  
DE NEGER, Master, will be despatched as above on SATURDAY, the 3rd November, at Noon.

At BOMBEY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,  
Agents.

Hongkong, October 23, 1894. 173

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

The Steamship, *Patmed*,  
Capt. WILLIAMS, will be  
despatched as above on  
TUESDAY, the 26<sup>th</sup> Proximo.

For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, October 24, 1894. 171

**FOR SINGAPORE, HAYRE AND  
HAMBURG.**

(Calling at NAPLES for Landing Passengers  
if sufficient inducement offers.)

(Taking Cargo at through rates to  
ANTWERP, AMSTERDAM, ROTTER-  
DAM, LONDON, COVENTRY, LONDON,  
LIVERPOOL AND BIRMINGHAM.)

The Steamship  
*Nile*.

Capt. H. G. PRATT, with  
be despatched for the  
above Ports on or about 11th November.  
This Steamer has superior Accommoda-  
tion for First and Second Class Passengers  
and carries a Doctor and a Stewardess.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents,  
Hongkong, October 26, 1894. 173

---

**Notices to Consignees.**

**NORTHERN PACIFIC STEAMSHIP**  
**COMPANY.**

NOTICE TO CONSIGNEES.

STEAMSHIP *VICTORIA*,  
FROM TACOMA, VICTORIA, YOKO  
HAMA AND KOBE.

THE above Steamer having arrived, Con-  
signees of Cargo, are hereby requested  
to send in their Bills of Lading for counter  
signature, and take immediate delivery of  
their Goods from alongside.

Cargo impeding the discharge of the  
Vessel will be landed and stored at Con-  
signees' risk and expense.

DODWELL, CARLILL & Co.,  
Agents,  
Hongkong, October 29, 1894. 173

**For Sale**

FOR SALE.

---

JAPAN HAND-MADE PAPERS.  
JAPAN PRINTING PAPERS.  
JAPAN COPYING PAPERS.  
JAPAN WALL PAPERS  
&c. &c. &c.

---

PRICE VERY MODERATE.

---

ORDERS to be respectfully received by  
the Undersigned.

**MITSUI BUSSAN KAISHA,**  
8, Queen's Road Central

Hongkong, January 2, 1894.

---

**BALL PROGRAMMES**  
**FOR SALE.**  
**IN NEW SHADES AND PATTERNS**

---

'CHINA MAIL' OFFICE

5, WYNDHAM STREET.  
FOR SALE.  
CHINESE SCHOOL BOOKS  
SAM-TSZ-KING,  
TS'IN-TSZ-MAN,  
LITERALLY TRANSLATED AND EXPLAINED  
BY  
DR. E. J. EITEL.  
PRICE: 15 CENTS PER COPY.  
CHINA MAIL OFFICE,  
Hongkong, May 17, 1893.

## Entertainments.

**THE CHINESE TWINS, TWO BOYS**  
JOINED TOGETHER, have arrived  
from SHANGHAI, and will be seen  
on the First Floor of No. 49, QUEEN'S ROAD  
CENTRAL, from 9 a.m. to 9 p.m.  
Entrance from Queen's Road only.  
Admission - 20 Cents.  
Hongkong, October 16, 1894. 1630

THEATRE ROYAL,  
CITY HALL.

Under the Patronage and in the Presence of  
MAJOR-GENERAL BARKER, O.B.

**SIGNOR CATTANEO** has the honour to  
announce that, with the kind assist-  
ance of Signor FRANCESCONI, leading  
Tenor of the Italian Opera, Manila, his  
PUPILS, and several LADY and GENTLEMAN  
AMATEURS,  
A GRAND CONCERT  
IN AID OF THE FRENCH CONVENT,  
ON  
WEDNESDAY, 7th November, 1894.

## PROGRAMME.

1.-La Carità, by Rossini, for Soprano,  
Alto, and Chorus.  
Soprano  
Mrs. Alfred,  
Alto  
Mrs. Preston,  
Chorus  
Mrs. D. K. Sloman

Mrs. May  
Mrs. Cantlie  
Mrs. McBean  
Mrs. Dodwell  
Mrs. Master  
Mrs. David  
Mrs. Jackson  
Miss Barker  
Miss A. Jackson  
Miss Preston  
Mr. D. K. Sloman  
Mr. A. M. Wood  
Mr. F. D. Maclean  
Mr. J. C. Berger  
Mr. F. Lamont  
Mr. F. Maitland  
Mr. E. W. Maitland  
Mr. O. H. Grace  
Mr. F. H. May  
Mr. S. S. Benjamin  
Mr. J. F. Kraal

2.-Song for Bass-  
Lascia ch'io pianga,  
by Handel.  
3.-Ballet for Sop-  
rano-Guarany, by  
Gomez.  
4.-Duet for Sopra-  
no and Tenor.  
5.-Waiting, Song  
for Soprano, by  
Millet.  
6.-Salve di Maria, for  
Tenor, Faust, by  
Gounod.  
7.-Duet, Una notte  
a Venezia, for Sopra-  
no and Tenor, by  
Lassus.

8.-Toreador, Song,  
from Carmen, by  
Bizet.  
9.-Song for Sopra-  
no, Heaven and  
Earth, by Pissini.  
10.-Song for Tenor  
-I heard a Voice,  
by Pissini.  
11.-Song for Sopra-  
no, Should be up-  
braided, by Bishop.  
12.-Song for Bass,  
from Rigoletto,  
by Verdi.  
13.-Song for Sopra-  
no, Pierrot, by Hut-  
chinson.  
14.-Duet, from Ruy  
Blas, for Soprano &  
Tenor, by Marchetti.  
Accompanied by  
Mrs. Alfred and  
Mr. CATTANEO.

PRICES -  
Dress Circle and Stalls ..... \$2.00  
Body of House ..... 1.00  
Back Seats ..... .60  
Places of Theatre at Messrs KELLY &  
WALKER, where Tickets may be had.  
Hongkong, October 31, 1894. 1744

WILL SOON APPEAR.

HARMSTON'S GRAND  
CIRCUSROYAL MENAGERIE  
OF  
PERFORMING ANIMALS.

THE MONSTER ORGANIZATION  
OF THIS CENTURY.  
'Nothing like it ever seen  
in the East.'

A Grand Triumphant Tour, Brains and  
Capital United have made this, the one  
great event of the age we live in.  
AND JUSTLY STYLED  
THE WORLD'S GREATEST.

MORE PERFORMERS,  
MORE HORSES,  
MORE WILD ANIMALS,  
MORE TENTS,  
than any Circus travelling, at a cost for  
travelling expenses that would bankrupt  
any other show.

A SUPERB ARABIAN STUD.  
NINE WEEK SEASON IN CALCUTTA.  
Three times visited by H. E. the Viceroy  
and Lady LANSDOWNE.

SEVEN WEEKS IN BOMBAY.  
Three performances given under the  
Patronage of H. E. Lord and Lady HARRIS.  
A proof of our superiority over all others.

OPENING DATE AND LOCATION OF  
OUR TENTS WILL BE GIVEN  
IN A FUTURE ISSUE.  
ROBERT LOVE,  
Manager.

SAILOR'S HOME.  
ANY Out-of-Order, Books, or  
PAPER will be thankfully received  
at the Sailor's Home, West Point.  
Address: Capt. of S. M. S. 'Hesperus'.

## To-day's Advertisements.

**WANTED.**  
AN ENGLISH NURSE to look after  
Two CHILDREN.  
Apply to  
Care of THIS OFFICE.  
Hongkong, November 1, 1894. 1739

## ROYAL HONGKONG YACHT CLUB.

THE OPENING CRUISE will be held  
on SUNDAY, the 4th November.  
The Commodore of the Club will leave  
the *Victor Emanuel* at 12 sharp and Yachts  
will follow in line.  
THE FLEET will be held in the COURTESY  
MAINEH at Lai-chi-ko at 1.30 p.m., and  
Ladies Race at 3 p.m.  
A STEAM LAUNCH will leave Murray Pier  
at 12 o'clock for Lai-chi-ko.  
Hongkong, November 1, 1894. 1761

THE GREEN ISLAND CEMENT  
COMPANY, LIMITED.

## DEBENTURE ISSUE.

NOTICE is hereby given that in accordance  
with the Terms of the above  
Issue 50 DEBENTURES of the above  
Company will be Drawn for Redemption,  
on FRIDAY, the 9th November, 1894, at  
12 Noon, at the Company's Office, Praya  
Central, Victoria, Hongkong.  
DEBENTURE HOLDERS are entitled to be  
present at the drawing on production of  
their Debentures.  
Dated this 1st day of November, 1894.

ARNOLD, KARRER & CO.,  
General Managers.  
1760

CHINA FIRE INSURANCE  
COMPANY, LIMITED.

## Adjustment of Bonus for the Year 1893.

SHAREHOLDERS are hereby requested  
to send in to this Office a List of their  
CONTRIBUTIONS of PREMIUM for the year  
ending 31st December last in Order that  
the PROPORTION of PROFIT for that year  
may be PAID as BONUS to CONTRIBUTORS  
may be arranged. Returns not sent in before  
the 30th Instant will be made up by the  
Company, and no subsequent Claims or  
Alterations will be allowed.  
By Order of the Directors,  
JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, November 1, 1894. 1754

CHINA NAVIGATION COMPANY,  
LIMITED.

## FOR SHANGHAI.

The Steamship  
*Hongkong*,  
Capt. Bessy, will be  
despatched TO-MOR-  
ROW, the 2nd Instant, at Noon.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, November 1, 1894. 1756

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

## FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship  
*Fokien*,  
Captain DAVIS, will be  
despatched for the above  
Ports on SUNDAY, the 4th Instant, at  
Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & CO.,  
General Managers.  
Hongkong, November 1, 1894. 1762

FOR SINGAPORE, PENANG AND  
CALCUTTA.

The Steamship  
*Arratoon Apear*,  
Captain J. E. HANSEN,  
will be despatched for the  
above Ports on TUESDAY, the 6th Inst.,  
at 3 p.m.

For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, November 1, 1894. 1757

CHINA NAVIGATION COMPANY,  
LIMITED.FOR PORT DARWIN, QUEENSLAND  
PORTS, SYDNEY & MELBOURNE.

The Co.'s Steamship  
*Tsiman*,  
G. RAMSAY, Commander,  
will be despatched at  
above on SATURDAY, 17th Instant, at  
2 p.m.

The attention of Passengers is directed  
to the Superior Accommodation offered  
by this Steamer. First-class Saloon  
is situated forward of the Engines.  
A Refrigerating Chamber ensures the  
supply of Fresh Provisions during the  
entire voyage. A duly-qualified Surgeon is  
carried.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, November 1, 1894. 1758

Dakin, Cruickshank &  
Company, Ltd.HAVE JUST RECEIVED A CONSIGNMENT  
OF

## Ilford Dry Plates,

1/2, 1/1, 10 x 8, 10 x 12,  
and are offering the same at  
POPULAR PRICES.

Sensitized Albumenized  
PAPER,

1/2 pl. in line.  
CHEAP AND RELIABLE.

## Dakin, Cruickshank &amp; Co.,

VICTORIA DISPENSARY,  
HONGKONG.  
1766

## Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Bremen & Ports of Call.	Bayern (s).....	Norddeutscher Lloyd.	Nov. 12, at 9 p.m.
Japan.	Verona (s).....	P. & O. S. N. Co.	Nov. 9, at noon.
London & Ports of Call.	Palmer (s).....	Butterfield & Swire.	Nov. 8, at noon.
London & Ports of Call.	Manila (s).....	P. & O. S. N. Co.	About Nov. 9.
London & Ports of Call.	Bombay (s).....	P. & O. S. N. Co.	About Nov. 24.
Maracaibo & Saigon.	Saghalien (s).....	Messageries Maritimes.	Nov. 14, at noon.
Port Darwin, &c.	Butterfield & Swire.	Butterfield & Swire.	Nov. 17, at 3 p.m.
S. Francisco, &c.	City of Rio de Janeiro (s).	Q. & O. S. E. Co.	Nov. 21, daylight.
Shanghai &c.	Galle (s).....	P. & O. S. N. Co.	About Nov. 3.
Shanghai &c.	Hongkong (s).....	P. & O. S. N. Co.	About Nov. 3.
Shanghai, Kobe & Yoko.	Orino (s).....	Doddwell, Carrill & Co.	About Nov. 6.
Shanghai, Hongkong & Yoko.	Nippon (s).....	Charlton & Co.	Nov. 3, at noon.
Shanghai, Hongkong & Yoko.	Shanghai (s).....	D. Sassoon, Sons & Co.	Nov. 6, at 3 p.m.
Shanghai, Hongkong & Yoko.	Shanghai (s).....	D. Sassoon, Sons & Co.	Nov. 4, daylight.
Shanghai, Hongkong & Yoko.	Shanghai (s).....	D. Sassoon, Sons & Co.	Nov. 28, at noon.
Shanghai, Hongkong & Yoko.	Shanghai (s).....	D. Sassoon, Sons & Co.	Nov. 6, at noon.

## To-day's Advertisements.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S.S. *Aratoon Apear* having arrived  
from the above Ports, Consignees  
of Cargo are hereby informed that their  
Goods will be delivered from alongside.  
Cargo impeding the discharge or remain-  
ing on board after Saturday, the 3rd  
date delivery of their Goods from along-  
side, such Cargo impeding the discharge  
of the Vessel will be landed and stored at  
Consignees' risk and expense into the Godowns of the  
WANCHAI WAREHOUSE AND STORAGE CO.,  
LTD., Wanchai.

Consignees of Cargo from SINGAPORE  
and PENANG are requested to take im-  
mediate delivery of their Goods from along-  
side, such Cargo impeding the discharge  
of the Vessel will be landed and stored at  
Consignees' risk and expense.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON, SONS & CO.,  
Agents.  
Hongkong, November 1, 1894. 1755

## ARRIVAL.

November 1:-  
Fokien, British steamer, 509, W. J. Davis,  
Tamsui October 29, Amoy 30, and Swatow  
31, General - DOUGLAS STEAMSHIP CO.

Nagasaki, German steamer, 1,059, Th.  
Lohmann, Newswang and Chief October 27,  
Heins, &c. - STEINER & CO.

Brusselle, German steamer, 886, F.  
Bühler, Tientsin October 25, Calcutta -  
LOWRY & CO.

Riverdale, British str., 1,311, E. Peck,  
Nagasaki October 27, Calcutta - NIPPON YUSEN  
KAISHA.

Asst. Danish str., 591, N. C. Rensback,  
Helsing October 29, and Hainan 31.  
Rice - ARNOLD, KARRER & CO.

## DEPARTURES.

November 1:-  
Amoy, for Canton.  
Kai, for Canton.  
Guikie, for Macao and Sydney.  
Straits of Dover, for Yokohama.

## CLEARED.

Acting for Hainan.  
Muthrie, for Tientsin.

## PASSENGERS.

Per *Fokien*, from Coast Ports, 73 Chinese.  
Per *Nagasaki*, from Chefoo, 5 Chinese.  
Per *Brusselle*, from Tientsin, 40 Chinese.  
Per *Asst.*, from Hainan, Mr. George, and  
42 Chinese.

## DEPARTED.

Per *Guthrie*, from Macao, for Timor,  
Mr. C. Costa Andrade, Lieut. and Mrs.  
Leaga, Messrs J. L. and M. de Vasconcelos,  
Mrs. V. M. Xavier, from Hongkong; for  
Brusselle, Mr. J. G. de Tournelle, Mr.  
C. Wehner, for Sydney, Messrs John Duff,  
Way Lee, and C. E. Ayle; for Thursday  
Island, 1 Malay, and 1 Japanese.

To DEPART.  
Per *Acting*, for Hainan, 50 Chinese.  
Per *Muthrie*, for Tientsin, 30 Chinese.

## SHIPPING REPORTS.

The British steamer *Fokien* reports:  
Tamsui to Amoy, fresh N.E. gale, high sea  
and misty rain. Amoy to Swatow, moderate  
N.E. wind and overcast. Swatow to Hong-  
kong, moderate N.E. wind, fine clear wea-  
ther. October 20th, steamers in Tamsui:  
*Smith and Fecher*. October 30th, steamers  
in Amoy: *Nagasaki* and *Yokohama*. October  
31st, steamers in Swatow: *Peking* and  
*Wampoa*.

The German steamer *Nagasaki* reports:  
The first day fair weather with light variable  
wind; thence to port fresh N.E. monsoon,  
with high sea and sometimes light rain.

The British steamer *Muthrie* reports:  
Had strong N.E. monsoon, high sea and  
rain.

## EXPORT CARGOES.

Per s.s. *Strathgairn*, sailed 12th October:-  
For New York, 17 cases Chinaware, 3,791  
pkgs. Merchandise, 54 pkgs. Fire Crackers,  
200 m/bx. Tea, and 305 cases Ginger.

Per s.s. *Tunkias*, sailed 21st October:-  
For London, 2,612 boxes Tea, containing  
55,157 lbs. Congou, 100 half-chests Tea,  
containing 5,000 lbs. Oolong, 10,505 boxes  
Tea, containing 226,205 lbs. Scented Capes,  
746 boxes Tea, containing 15,666 lbs. Scented  
Orange Pekoe, 393 boxes Tea, containing  
15,750 lbs. Scented Sifting, 100 boxes Tea  
(particulars unknown) - total 14,450 boxes  
containing 317,775 lbs. Tea. 1,097 cases  
Preserves, 350 boxes Waste Silk, 20 rolls Mat-  
ting, 65 boxes Essential Oil, 130 cases  
Preserves, 1,905 cases Ginger, 200 cases  
Ginger, 9 cases Curries, 85 cases Bristles, 20  
pkgs. Batawan, 25 cases Case Hair, 10  
pkgs. Matting, 158 cases Cases, 300 boxes  
Pierced Coconut, 2,207 boxes Tea, and 94  
cases Bristles. For Transhipment, 100  
boxes Tea.

Per s.s. *Glenesk*, sailed 25th October:-  
For New York, 30 boxes Waste Silk, 30  
cases Bristles, 25 cases Case Hair, 14 cases  
Sundries, 5 cases Soy, 456 rolls Matting,  
40 pkgs. Tea, 212 pkgs. Chinese Sundries,  
and 6 rolls Matting (samples).

## POST OFFICE NOTICES.

MAILS will close:-  
For STRAITS & LONDON, -  
Per *Ajoo*, at 11.30 a.m., on Friday, the  
2nd inst., instead of as previously  
notified.

For SHANGHAI, -  
Per *Hongkong*, at 11.30 a.m., on Friday,  
the 2nd inst.

MEMOS. FOR TO-MORROW'S  
Shipping.

Noon.-*Hongkong* leaves for Shanghai.  
The publication of this issue commenced  
at 12.10 p.m.

## General Memoranda.

SATURDAY, November 3:-  
Goods per *Aratoon Apear* undelivered  
after Noon landed.

SUNDAY, November 4:-  
Opening Cruise of the Royal Hongkong  
Yacht Club.

WEDNESDAY, November 7:-  
9 p.m.-Concert at the City Hall.

FRIDAY, November 30:-  
List of Contributions to the Hongkong  
Fire Insurance Co., Ltd., to be sent in  
before this date.

List of Contributions to the China Fire  
Insurance Company, Ltd., to be sent in  
before this date.

## Exchange.

HONGKONG, November 1, 1894.

On London, ... 2/1 1/2  
Bank, Wire, ... 2/1 1/2  
30 days' sight, ... 2/1 1/2  
4 months' sight, ... 2/1 1/2  
Credits, 4 months' sight, ... 2/1 1/2  
On Paris, ... 2/6  
On demand, ... 2/7 1/2  
On Berlin-Damstadt, ... 2/15  
On New York, ... 81 1/2  
On demand, ... 81 1/2  
On Bombay, ... 150 1/2  
On demand, ... 151  
On Calcutta, ... 100 1/2  
On Shanghai, ... 74 1/2  
30 days' sight, private paper, ... 74 1/2  
Gold Leaf, 100 fine, (per oz.) ... 47.80  
Silver (per oz.) ... 22.75

## NOW READY.

Vol. XXI.-No. 4.  
'CHINA REVIEW'  
CONTAINS

The Triad Society, or Heaven and Earth  
Association.  
The Ancient Coinage of China.  
Turko-Seythian Tribes - After Han Dynasty.  
Jottings from Canada - Antiquarian and  
Philological Researches.  
Notes.  
Increase in the Cultivation of Opium  
in China.  
The Construction of the Yih King.  
Chinese Sociology.  
Replies.  
Reply to Dr. Edkins.  
Notes of New Books.  
Collectanea Bibliographica.  
Books Wanted, Exchanges, &c.  
To Contributors.

THE  
HONGKONG DISPENSARY.DELICIOUS SWEETS  
AND  
CONSERVES.

WE have JUST RECEIVED our first  
shipment of WHOLESALE SWEETS  
and CONFECTIONERY suitable for the  
Season.

It includes:-  
No. 1 Fondants Fourres.  
Nougatines.  
Chocolatines.  
No. 2 Fondants Fourres.  
Eggs.  
Dragées Créme Caraque.  
Dragées Nougat Carree.  
Praline Vanille.  
Framed Almond Rock.  
Batter Scotch.  
Marron Cubes.  
Montelimart Nougat.  
Collard's Butter Scotch.  
Collard's Almond Rock.  
Cadbury's Chocolate Creams.  
Apricotines.  
Trocadero Pastries.  
Amoures Aboukir.  
Malons.  
Small Légumes Liqueurs.  
Large Légumes Liqueurs.  
Old English Toffee.  
Evertan Toffee.  
Pine Apple Nougat.  
Fascia's Golden Malt.  
Fino Jordan Almonds.  
Collard's Evertan Toffee.  
Collard's Assorted Toffee.

A. S. WATSON & Co., LIMITED,  
THE HONGKONG DISPENSARY.  
ESTABLISHED A.D. 1841.  
Hongkong, October 13, 1894. 1651

## The China Mail.

HONGKONG, THURSDAY, NOVEMBER 1, 1894.

## LOCAL AND GENERAL.

PARSED SUEZ CANAL.

OUTWARD BOUND:-*Maple Branch*, Aggr.  
Sept. 28; *Bentley*, Baynton, Oct. 2;  
*Glenarney*, Carr, Caspella, 9; *Gen-  
ton*, 12; *Agamemnon*, Glasgow, Kirk-  
land, Irvine, 16; *Edinburgh*, Adelaide,  
19; *Oasis*, J. Jensen, Oct. 23.

HOMEWARD BOUND:-*Daphne*, Adam, Oct.  
9; *Carmichael*, Yarra, Alderly,  
Teaser, 16; *Glenorchy*, Hertha, Mac-  
duff, Japan, Oct. 10.

The M. M. Co.'s steamer *Caledonia*, with  
the *Frederick* of Sept. 28, left  
Saigon on Monday, the 29th Octo-  
ber, at 1 a.m., and is now due.  
This packet brings replies to letters  
despatched from Hongkong on August  
22.

The P. & O. s.s. *Rohilla*, with the *Enoch*  
of Oct. 5, left Singapore on  
Sunday, Oct. 28, at 2 p.m., and may  
be expected here on or about Friday,  
Nov. 2. This packet brings replies to  
letters despatched from Hongkong on  
Aug. 30.

The O. P. R. str. *Empress of India*, with  
the *Canadian* of Oct. 19, left Kobo for  
Nagasaki on Tuesday, Oct. 30, at mid-  
night.

The O. & S. s.s. *Galle* left San Fran-  
cisco on October 19 for this port, via  
Yokohama and Nagasaki.

The P. M. s.s. *City of Peking*, with mails,  
&c., left San Francisco for this port,  
via Yokohama, on Oct. 27.

The s.s. *Orono* left Singapore on Oct. 24,  
and may be expected here on or about  
Oct. 31.

The O. S. S. Co.'s s.s. *Prism* left Singa-  
pore on Oct. 26, and may be expected  
here on or about Nov. 2.

The D. D. R. steamer *Frigo*, from Ham-  
burg, left Singapore for this port on  
Oct. 26, and may be expected here on  
or about Nov. 2.

The P. & O. Co.'s steamship *Bombay* left  
Singapore for this port on Oct. 27, and  
may be expected here on or about Nov.  
3.

The E. & A. s.s. *Catherine*, from Austen-  
lia, left Port Darwin on Oct. 25, and  
may be expected here on or about Nov.  
5.

The s.s. *Chydra*, from Calcutta, Penang  
and Singapore, left Singapore for this  
port on Oct. 30, and may be expected  
here on or about Nov. 6.

The Glen Line steamer *Glenarney*, from  
London and Straits, left Singapore  
on Nov. 1, and may be expected here  
on or about Nov. 3.

The P. & O. Co.'s s.s. *Shanghai* left Lon-  
don for Hongkong on Oct. 14.

The Singapore Autumn Race Meeting be-  
gan on the 23rd ult.

The European press in Japan refer jocular-  
ly to 'the last suicide of Li Hung Chang.'

The s.s. *Glenarney*, from London and  
Straits, left Singapore for this port this  
morning.

The British steamer *Bentley*, which is ex-  
pected here soon from London, has on  
board about forty cases of gunpowder des-  
tined for Hongkong.

The Legislative Council of the Straits  
Settlements have been taking up the sub-  
ject of pure milk for the Hospital patients.  
An additional vote of \$800 was passed to  
enable the Resident Surgeon to get a sup-  
ply of fresh milk of superior quality.

The London Lyrics are having a success-  
ful season at Calcutta. Miss Vivienne  
Dagmar has rejoined the Company. Mr  
Kitts still hangs on to Calcutta. He per-  
formed at a recent concert, where a couple  
of Calcutta lady amateurs gave a clever  
exhibition of skirt dancing.

An Amoy correspondent writes:-Mr. F.  
Tayburn and Mr. Allen (of Foochow) have  
just got a tiger - 9 feet long. Mr. Allen  
shot him first, and then had to follow him  
up some 400 yards before finally disposing  
of him. - Oriskant is flourishing. We play  
matches amongst ourselves twice a  
week. We would like very much to have  
a visit from a Hongkong team. We would  
give Hongkong players a good game at  
most things.

The Challenge sent to the E. A. Sergeant's  
Mess having been accepted, the follow-  
ing H. K. Volunteer Team has been  
selected to meet them at Kowloon  
Police Range on Saturday next:-  
Sergeant J. O. Hayward

**PARCELS FOR THE UNITED KINGDOM**  
 posted before 3 p.m. on Wednesday next are due in London on 15th December. Senders of parcels are requested to post them a few days in advance.

There is surely no need for saying that the appearance of the black-plague at Hongkong and Canton the Kanagawa Governor has informed the foreign Consul of his intention to despatch harbour-poll officials to inspect vessels arriving from those places.

**THE HON. TREASURER OF THE ALICE MEMORIAL**  
 Hospital begs to acknowledge with thanks the following donations to the funds of the Hospital:—The Colonial Government, \$300; Blackhead and Co., \$25; Cawajee Palanjo and Co., \$25; Cheong Tat Ting, \$25; H. L. Denny, \$25; Dr. G. H. Bateson Wright, \$20; H. E. Bowdler, \$20; Rev. R. F. Oobbold, \$20; J. B. Coughtrie, \$10; D. Noronha, \$10; H. Stollfoth, \$10; P. F. Talati, \$10; Rev. J. Bosshard, \$5; S. R. Fattaka, \$5; Rev. R. F. F. Gottschalk, \$5; F. Kircher, \$5; Rev. A. G. Goldsmith, \$2.50.

In spite of the war, though it will no doubt be a little dampened by it, observes the *Chinese Mail* (Fah Tat Yat Po), the sixtieth birthday of Her Majesty the Empress Dowager of China, which falls on the 7th instant, will be celebrated by the officials in Canton in an imposing style. All the yamens have decorated arches erected in the front, and on that day the various officials, dressed in state, will proceed to the Man Shan Temple to offer their congratulations and respects, while theatrical performances will take place inside the Temple for their entertainment. Nor is the spirit of enthusiasm less in Hongkong. As will be seen from an advertisement in to-day's issue, of our Chinese contemporary the Tung Wa Hospital has obtained permission from the Government for the patriotic Chinese to make lantern shows, to play music, or to fire crackers on that day. The Hospital Committee urge their compatriots to make the occasion one of general rejoicing. It is, presumably, in connection with these rejoicings that the traffic of Queen's Road Central is being blocked by triumphal arches. Are we to receive another assurance that Hongkong is a British Colony?

Last night, the house 15 Queen's Road Central was completely gutted by fire. The fire brigade was summoned about ten o'clock, and speedily turned out under Mr. G. Horspool, Deputy Superintendent. They soon had an ample supply of water playing upon the house which is occupied on the ground floor by the Yun Wo medicine shop. By this time the flames had a complete mastery and the fire spread to the adjacent house, No. 113. As nothing could be done with No. 115, the Brigade expended all their efforts in preventing a further spread of the flames, and were not only successful in accomplishing this object but also in extinguishing the fire at No. 113. Two steam fire engines were kept in readiness to pump water from the Harbour, but they were not required, an ample supply of fresh water being obtained from the street mains. No. 116 was completely gutted and No. 113 was seriously damaged by fire and water. The medicine shop in which the fire originated—it is not known how—is insured for \$4000 with a Home office for which Messrs Butterfield and Swire are the agents. While the fire was in progress, order was kept in the streets by a party of police under Inspector Baker. The usual inquiry will be held.

#### AN EVICTION AT THE PEAK HOTEL.

At the Magistrate's this morning, before Mr. H. E. Wodehouse, two chair coolies in the service of Capt. G. K. Moore brought a charge of assault against Mr. W. Stewart Harrison. The coolies stated that on the evening of the 29th ult., Mr. Harrison went into a room in the basement floor of the Peak Hotel, and without the slightest provocation, kicked them out of the room, broke their bowls and lamps, doing damage to the extent of half a dollar.

Capt. Moore, Army Pay Department, appeared as a witness for the prosecution. He stated that the coolies had come to him and complained that the defendant had beaten them. Mr. Harrison admitted that he had given the coolies technical advice, but added that the coolies had received orders not to use the room. They refused to leave when they were told.

The complainant of the Hotel said that Mr. Harrison went to him and took him into his (Mr. Harrison's) room. There was a great deal of shouting and Chinese talk. He told witnesses to enquire where the smoke came from. He found it came from the basement floor, right below the room occupied by Mr. Harrison. The defendant went with him and found three chair coolies in the room. Two were sitting and the third was smoking. Mr. Harrison asked them to leave the room. They took no notice and Mr. Harrison drove them out. The coolies lived in the room and were not impudent. Two or three weeks previous they had been ordered to go to another room in a different part of the Hotel—a place set apart for the coolies. Mr. Harrison had complained on that occasion.

Mr. Wodehouse advised the parties to settle the case out of Court.

#### TELEGRAMS.

(Supplied to the "China Mail.")  
 (Via Southern Line.)

LONDON, Oct. 31, 1894.

#### VON HANNEKEN SUMMONED TO PEKING.

The Emperor has summoned Mr. Von Hanneken to Peking to report on the condition of the army and navy. Mr. Von Hanneken is prepared to urge rigorous measures of reform.

#### FLOODS IN EUROPE.

Disastrous floods have occurred in France, throwing out of employment 100,000 factory hands. Railway traffic is stopped in the Department du Nord.

Serious floods have also occurred in Belgium, and many factories have been closed in consequence.

#### FRANCE AND MADAGASCAR.

PARIS, Oct. 24.

Several cruisers have been despatched from Cherbourg and Toulon for Madagascar.

#### THE CZAR.

PARIS, Oct. 25.

The Czar is not so weak.

#### RELEASED BY THE BRIGANDS.

HANOI, Oct. 26.

M. M. Chesnay and Lognon have arrived Phou-lang-Thuong.

Madame Chaillet and her daughter and M. Carbre are still in the hands of the brigands.

#### THE CHINA-JAPAN WAR.

THREATENED ATTACK ON FORMOSA.

A correspondent from a coast port informs us it is reported there by wire that the Japanese intend now to attack Formosa.

Our correspondent says he has all along believed in an occupation of Formosa, but he doubts very much if the event comes off now, seeing that the Japs are so busily engaged in the North. The wire was in the following terms:—It is reported that the Japanese intend to attack Formosa.

#### GENEROUS CRITICISM.

HIOGO, October 20.

It may seem to some a curious moment to choose for congratulating Japan upon what she has accomplished in the conduct of a difficult campaign. But it is just in the midst of a fall that we can best realize the position; and it is with the eager patriotism of all parties in the Diet displayed before our eyes that we are most forcibly reminded of the cause to which sympathy that in a war forced upon this country would readily have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

At the same time this need not limit our recognition of what has been done towards the accomplishment of a great purpose. Nor has it inspired the criticism that we have occasionally ventured on, to the apparent neglect of the fact that the country would not have been forthcoming.

#### ILLEGAL EXPORTATION OF ARMS.

AT BAIL.

The case against John Burnett Paige, who was charged on remand with illegally exporting arms to Ball, a place in Northern India, was concluded before Mr. Justice Egerton and Mr. Anthony at Singapore on the 22nd ult. The accused was convicted.

Mr. Egerton, in passing judgment, said a very improbable agreement had been put forward for the purpose of showing that these people were in partnership for the purpose of passing. The Court did not believe that was their object, but as they found that their intention was to export arms to Dutch New Guinea they were, being a partnership.

Mr. Egerton further remarked that the agreement would be kept in Court. They might be genuine, but on the face of them they had the appearance of forgery, as the signatures of Capt. Durand and Mr. Egerton were for different arms. As the quantity of arms exported appeared to be very large, the defendant would be fined in sum of \$1,000, or in default six months' imprisonment.

Mr. Donaldson asked, on behalf of the Dutch officials, that one of the agreements, the so-called passing agreement, might be returned, and was informed that on the expiration of 21 days it would be given up.

#### A WAIL FROM LIVERPOOL.

In their weekly Steamship Circular, dated September 20, Messrs H. E. Moss and Co. write:—

We deeply regret our inability to speak more hopefully of Shipping Property than we did in our last circular dated February 22, 1894, the long continued depression in freight rates still exists, but is more strongly accentuated, and we fear that many voyages now in process, will not only be unprofitable, but in some instances, may even result in a loss.

It is also a marked shrinkage in tonnage requirements and the greatest difficulty is experienced in fixing steady rates.

This fact has had a very marked effect on building, and consequently few orders have been given out since January except from established and powerful lines, and as a result Ship Builders are exceedingly anxious to secure them and have made large sacrifices by quoting unusually low prices; they apply to steamers only, and for the sailing ships (except a few foreign accounts) are almost unknown. Prices for building have not varied very much; builders' quotations for several months past having reached a vanishing point—as far as profits are concerned—and several yards are now closed for want of orders.

One good feature, however, is the passing of the New American Tariff Bill, which has already created a better feeling, not only in the States, but in this country, and we have no doubt it will have a beneficial effect all over the world, and will be a great step towards our former prosperity.

At this time, however, the value of Silver would also help in this direction.

At this time of the year we seldom give any statistics, but the purchases of old iron and scrap metal are still going on, the foreigner with his great power of purchase, is still in the market for old iron and scrap metal, and the American English owners, evidently being able to make a profit out of vessels it would ruin us to work.

The War unhelpfully commenced between China and Japan has given employment to several steamers now in the sailing by the Japanese of one steamer carrying troops, and the loss of valuable British lives, and (with one exception only) without raising any demand in Europe; from the best information we can get, the supply of iron and scrap metal is amply sufficient to supply both belligerents.

The supply of obsolete tonnage seems inexhaustible; many have been sold at breaking up prices, but many more are still available and we repeat our advice to holders of this class of property, to get rid of it at as low a price as they can, as the increasing number of foreign-owned steamers in the special trade of the United Kingdom, is a factor that should engage the careful attention of our Board of Trade, and we hope to see the subject fully utilized in the House of Commons in the next Session and that it may eventually lead to some modification of recent legislation.

#### TAPPING THE TRADE OF WESTERN CHINA.

ROAD IN THE LIGHT OF THE KNOWLEDGE that the trade with Western China has almost doubled in the course of the last year, Mr. Hall's comments are amusing. The Bhamo route to Western China is not the one which Mr. Hall favors; he has persistently extolled another route altogether; and consequently, he thinks that no good thing can come out of Bhamo. The route through Western China is the most profitable, with the least conceivable trade. It follows a path hardly fit for goats, he says.

The burden of Mr. Hall's Jeremiah is that France, unburdened with any convention, is to be free to "push her goods" over comparatively easy routes on the southern frontier of China, and to reach the interior with the paths not fit for goats beyond Bhamo. Obviously in that case, France must get the bulk of the trade. That is the inevitable result according to Mr. Hall's theories, but facts, so far, do not promise to fulfill his prophecy.

We can see that the French are not in a position to fulfill his prophecy, and in spite of the good track route, the French have nothing more tangible to congratulate themselves on than having got a gunboat over some rapids.

Mr. Hall's talk of the French pushing their goods through the frontier as if by developing a trade involved nothing beyond "pushing" goods beyond a certain boundary. An easy route is doubtless one factor in developing a trade, but other considerations come into play as well, and the immense trade with Western China of which estimates dream will never come into existence until numerous changes are effected. There must be better government in Western China and the trade routes must be improved.

The best natural trade route requires something more than nature gives. Some of the routes may be better than the Bhamo one, but Western China is large and its trade will have to be "tapped" at several points. The best route accessible to France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

France will be the one which will be the most profitable for the French.

#### THE LATE LORD CHIEF JUSTICE.

BY THE PRESIDENT LORD JUSTICE.

The September number of the *North American Review* contains some interesting reminiscences of the late Lord Coleridge by the late Lord Russell of Kilgobbin. It is pleasantly and gracefully written, and bears token of the friendship which the writer entertained for the subject of his sketch. Of Lord Coleridge's early career at Eton and Balliol Lord Russell is unable to speak, but during a close contact with the late Justice, indeed, he was at an early period of his own professional life associated with Lord Coleridge in some celebrated cases.

It was my own good fortune to have been conversed (playing very minor parts) with Lord Coleridge on three occasions which brought him great renown. The first of these was the Windham luncheon case, in which Sir Hugh Cairns and Mr. John Kekulé appeared for Windham, Mr. Coleridge for the lady whom the late Lord Russell had married, and Mr. Kekulé for General Windham, the petitioner. I held a watching fire for Lady Guibille, the mother of Mr. Windham. If Sir Hugh Cairns's speech was the greatest and Mr. Kekulé's the most vigorous, Mr. Coleridge's was certainly the most graceful and eloquent delivered on that occasion.

In the course of the three cases to which Lord Russell alludes there occurred an episode which, as told by Lord Russell, is likely to go round the newspapers. The case, which created considerable interest, was the case of the late Lord Russell's daughter, Miss Cairns, against the religious order known as the Sisters of Mercy. The case for the convent, from which Miss Cairns had been expelled, was that she would not submit to the strict discipline forced upon her by the convent. To support the plea Miss Cairns, who held the office of mistress of novices, was called, and stated that she once found Miss Cairns in the pantry eating strawberries when she ought to have been attending a class. The cross-examination was thus:—

Mr. Kennedy: Yes, sir, she was eating strawberries.

Mr. Coleridge: How shocking!

Mr. Kennedy: It was forbidden, sir.

Mr. Coleridge: And did you, Mr. Kennedy, really consider it a crime to eat strawberries?

Mr. Kennedy: No, sir, not in itself, any more than there was any harm in eating an apple; but you know, sir, the mischief that came from that.

Another of the good stories told by Lord Russell is in connection with Lord Coleridge's speech in 1883. Lord Coleridge asked Mr. Evans, the distinguished New York barrister, how American lawyers were remunerated for their work, and the following dialogue occurred:—

Lord Coleridge: "I say, Mr. Evans, how do clients pay the lawyers?"

Mr. Evans: "Well, my lord, they pay a retaining fee; it may be 50 dollars, or it may be 5,000 dollars, or 50,000 dollars."

Mr. Coleridge: Yes; and what does that cover?

Mr. Evans: Oh! that is simply the retainer. The rest is paid for the work done and according to the work done.

Lord Coleridge: Yes, Mr. Evans, and do clients like that?

Mr. Evans: Not a bit, my lord, not a bit. They generally say: "I guess, Mr. Evans, I should like to know how deep down I shall have to go to my pocket to pay for this business through."

Lord Coleridge: Yes, what do you say then?

Mr. Evans: Well, my lord, I have invented a formula which I have found to answer very well. I say: "Sir, or Madam, the case you have put me into is a very simple one, and I cannot undertake to say how much I shall charge. I shall be called upon to correct before I obtain for you that justice."

In Chicago an interviewer had been posting the Lord Chief Justice with his boasts about the "bigness" of all things American, and finally he said: "I tell you, my lord, you think a great deal of what you call your great city of London. Well, I guess that the configuration we had in the little village of Chicago made your great city look very small." To which Lord Coleridge blandly responded: "Sir, I have been to Chicago, and I have seen the city of London was quite as great as the people at that time desired."

In his praise of the beauty, grace, and dignity of Lord Coleridge's elocution and forensic style, Lord Russell is unmeasured. His voice was exquisite; indeed, says Lord Russell, "if I except the voices of Gladstone, the present Sir Robert Peel, and the late Father Burke, of the Dominions, I shall have exhausted the list of the great orators of the world."

Disraeli once spoke of Lord Coleridge as a silver-tongued mediocrity. Lord Russell takes a high view of his distinguished predecessor's position as a judge. He sums up by saying: "It is undoubtedly entitled to be regarded as a great judge, and when the case was sufficiently important to prompt him to take pains, his judgment showed a broad masterful grasp of the principles of the law he elucidated. I do not think he possessed the great synthetic and analytical powers of Sir James Warrington and Lord Halsbury, nor the wide legal erudition of the late Mr. Justice Willes, nor the intimate knowledge of the various branches of commercial law of the late Lord Bramwell, nor the hard-headed logic of Lord Leake. I do not, I repeat, attribute judgment still on the Bench; nevertheless he cannot be said to have lacked any quality essential in a great judge. None of his judgments may well take rank with those of his time, and many of them are marked by an elegance of diction and a possession of literary merit not often met with in judicial records."

#### A GHOSTLY BLUE BOOK.

Anything may be proved by statistics, and a "Blue Book" published by Professor Sidgwick, has seemed to show by statistics the existence of what are popularly called ghosts.

The statistics occupy a kind of Blue Book of four hundred pages, and the reading is not more lively than that of similar inquiries in fields less airy. By the organization of collectors, seventeen thousand persons have been asked, "Have you ever, when believing yourself to be completely awake, had a vivid impression of seeing or being touched by a living or insubstantial object, or of hearing a voice, which impression, as far as you could discover, was not due to any external physical cause?" The persons who answered "yes" were then asked for their stories, with details of place, date, age, sex, health, mental condition, and so forth. Out of 17,000 people, 685 men answered "yes," and 1,042 women. Thus, roughly, seven per cent. of men, and twelve per cent. of women gave affirmative answers. Of phantasms of living human beings (at first hand) there were 286; of dead people, 106; of unexplained sounds, 272; of "incomplete" forms, 120; of angels, and the like, only 10; of "monstrous" things, 23; of animals, 22, including the ghost of an innuist cut, which had just been drowned. The apparitions reported at second hand may leave out of account. Of writings, 77; of regular ghosts, 46 were seen when the amateur was in bed, but quite wide awake, of course. From twenty to forty are the years in which hallucinations are least uncommon.

Of all these visionary experiences the most generally interesting is the apparition of the dead. It is the subject of the person who seems to be observed. That such "wraiths" do betoken death is, of course, a familiar superstition, which prevails among such races as the Fagians and Maoris. Darwin mentions the Fagian case of Jimmy Button, and there is plenty of evidence for the belief among the New Zealanders. Amongst natives it is a matter of unquestioned faith that, in sleep or trance, the soul strays away from the body, and collects information at a distance. "Gin a body meet 'fery' who is not really there the apparition of the dead is seen, and it is said that the soul is taking its walks abroad. No circumstance is more usual, according to savage psychologists, for we wander around whenever we dream. Yet the apparition is regarded by certain savage races, at least, as indicative, not of dream or trance, but of death. What gave rise to this opinion? The Committee may give their own reply if ever they approach the question anthropologically. Meanwhile they lay for it statistics.

The average annual death-rate is roughly speaking, by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident, is nineteen thousand to one. Now taking the accounts of "death-obs" by children per thousand in our country. It is about 19,000 to one against the death of any person at random, on any given day, and the chance is that, if he does die, his death will be seen, by mere accident

## Mails.

NORTHERN PACIFIC STEAMSHIP  
AND RAILROAD COMPANIES.PROPOSED SAILINGS FROM HONGKONG.  
(Subject to Alteration).

Victoria	Tuesday	November 6.
Tacoma	Tuesday	December 11.
Sib	Tuesday	Jan. 1/95.
Victoria	Tuesday	Jan. 22/95.
Tacoma	Tuesday	Feb. 26/95.

THE Steamship VICTORIA, Captain J. F. Farnum, R.N.R., sailing at Noon, on TUESDAY, the 6th November, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOREA and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, October 19, 1894. 1873

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 12th day of November, 1894, 3 p.m., the Company's S.S. EYER, Captain W. Schmidt, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 10th November, Cargo and Specie will be received on board until Noon, on MONDAY, the 12th November, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 11th November. Consular Receipts are required. No Parcel Receipts should be signed at less than 2, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to

MELCHERS &amp; Co., Agents.

Hongkong, October 20, 1894. 1690

## Occidental &amp; Oriental Steam-Ship Company.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

## THE OVERLAND RAILWAYS, AND ATLANTIC &amp; OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Suez (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Nov. 21, at daylight.

Hague (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Dec. 19, at daylight.

Oceanic (via Nagasaki, Kobe, Inland Sea and Yokohama) ... WEDNESDAY, Jan. 9, 1895, at daylight.

THE Steamship GAZELLE will be despatched for SAN FRANCISCO, and NAGASAKI, KORE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 21st November, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China, or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo despatched to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

O. L. GORHAM, Acting Agent.

Hongkong, October 31, 1894. 1746

## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORD SAUX;

ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 14th November, 1894, at Noon, the Company's S.S. SAGHAIEN, Commandant GENET, with MALES, PASSENGERS, SPECIES, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 13th November, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 31, 1894. 1732

## Intimations.

## WEEKLY NEWS FOR HOME.

## The Overland China Mail.

IS PUBLISHED to suit the Departure of each European and French Mail Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to all ports, on their addresses being forwarded to the Office.

SUBSCRIPTIONS:

Per Annum, ... \$12.00, postage, ... \$1.00

" Quarterly, ... 3.00, " 0.25

" Single Copy, ... 0.30.

China Mail Office, Hongkong.

## NOW ON SALE

## INDEX TO THE

## CHINA REVIEW

VOLUME I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, ... 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WATSON, Messrs. LANE, CRAWFORD & Co., Hongkong; and Messrs. KELLY & WATSON, Shanghai.

## A CURE FOR ASTHMA!!!

## GRIMAUD'S

## Indian Cigarettes.

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of Voice, Nervous Coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal Affections, and Difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAUD & Co., Paris. Sold by all Chemists.

## GRIMAUD'S

## Matico Capsules

## AND INJECTION.

Renowned Physicians prescribe Grimaud's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copalins, have not the inconvenience of producing Nausea.

MATIO INJECTION is used in recent MATICO CAPSULES in the Chronic Cases.

GRIMAUD & Co., Paris. Sold by all Chemists.

For Sale by A. WATSON & Co., Chemists.

## Easily Taken Up.

Cod Liver Oil as it appears in Scott's Emulsion is easily taken up by the system. In no other form can so much fat-food be assimilated without injury to the organs of digestion.

## Scott's Emulsion

of Cod Liver Oil with Hypophosphites has come to be an article of every-day use, a prompt and infallible cure for Colds, Coughs, Throat troubles, and a positive builder of flesh.

Scott & Bown, Ltd., London. All Chemists.

Sole Agent for China and Hongkong:

CHAN & FOOK, at WATKINS & Co., Hongkong.

## Intimations.

## THE YANGTSE,

E. H. PARKER, with SKETCH MAPS.

PRICE, ... \$1.50.

CONTESTS: The Yangtse Gorges and Rapids in Hu-po. The Rapids of the Upper Yangtse. The 'Vade-mecum' of the Traveller through the Gorges of the Great River. Special Observations. A Journey in North & South China. Man-chu and the Kung-tan River. Up the Kiating River. The Great Salt Wells. North Kwei Chou. The Wilds of Hu-po. So Ch'u-an Plants.

Orders for Copies will be received by Messrs. LANE, CRAWFORD & Co., and Messrs. KELLY & WATSON, Limited.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS, BY ERNEST J. EISEL, Ph.D., Tutor. THIRD EDITION, REVISED, WITH ADDITIONS.

Price, ... \$1.50.

LANE, CRAWFORD & Co.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1894. SAFETY—SPEED—PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KORE, YOKOHAMA & VICTORIA, B.C. Twin Screw Steamships—3,000 Tons—10,000 H.P. power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG. EMPRESS OF INDIA ... WEDNESDAY, 28th Nov. EMPRESS OF JAPAN ... WEDNESDAY, 26th Dec. EMPRESS OF CHINA ... WEDNESDAY, 23rd Jan./95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAN TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Australia 3 months \$100.

The attractive features of this Company's route, embrace its PALATIAN STEAMSHIPS, (second to none in the World), the Company having received the highest award for same at recent Chicago World's Exhibition; and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to D. E. BROWN, General Agent, 1748 PRINCE STREET.

Hongkong, October 31, 1894.

## SHARE LIST.—QUOTATIONS.—NOVEMBER 1, 1894.

Stocks. Shares. Value. Bid. Offer. Closing Quotations, Cash.

Hongkong and Shanghai Bank Corp., 80,000 \$ 125 all 90 % sellers

New Loan, 10,000 \$ 25 all 1.10 nom.

Bank of China, Japan and Straits, 99,875 \$ 10 1/2 1.10 1.25

Ed. 1,200 \$ 1 1/2 1.25

National Bank of China, Limited, 20,000 \$ 2 10 8.10 \$131

NAMING INSURANCES.

Union Insurance Office Co., Ltd., 10,000 \$ 25 50 \$143, sales

China Insurance Co., Ltd., 24,000 \$ 85.33 20 \$81, sellers

H.K. and W. China Insurance Co., Ltd., 5,000 \$ 20 50 \$174, buyers

Straits Insurance Co., Ltd., 30,000 \$ 14 20 \$11, sales

Union Insurance Society Co., Ltd., 10,000 \$ 26 2/2 \$126, sales

Yangtze Insurance Association, Ltd., 8,000 \$ 60 all \$75, buyers

FIRE INSURANCES.

China Fire Insurance Co., Ltd., 20,000 \$ 10 2/2 \$75, sales and sellers

Hongkong Fire Insurance Co., Ltd., 8,000 \$ 25 50 \$120, sellers

Straits Fire Insurance Co., Ltd., 10,000 \$ 10 2/2 \$12, buyers

DOCKS.

H.K. & Whampoa Dock Co., Ltd., 12,000 \$ 12 1/2 all 78 % prem., sellers

STREETS.

China and Manila S. S. Co., Ltd., 5,000 \$ 50 all \$65, sales

Douglas Steamship Co., Ltd., 10,000 \$ 20 all \$40, sellers

H.K. and W. M. Steamship Co., Ltd., 80,000 \$ 20 all \$24, sales and sellers

Edo-China S. S. Company, Limited, 50,000 \$ 10 all \$40, sellers

Steam Launch Company, Limited, 2,000 \$ 4 1/2 30

China Mutual S. N. Co., 20,000 \$ 10 1/2 27, \$2.10, \$1, sellers

Do. (new issue), 20,000 \$ 10 1/2 1

CHINA SUGAR COMPANY, LIMITED.

China Sugar Company, Limited, 15,000 \$ 10 1/2 all \$148, sellers

Luzon Sugar Company, Limited, 7,000 \$ 7 1/2 all \$48, sellers

WHAVERIES.

H.K. & Kow. Wharf & Godown Co., 20,000 \$ 50 all \$37, sellers

Wanchai Warehouse and Storage Company, Limited, 2,000 \$ 10 3/4 \$40, sellers

HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

Kowloon Land and Building Company, 6,000 \$ 50 3/4 \$10, sellers

Humphreys' Estate & Finance Co., 1,000 \$ 1 all \$10, sellers

West Point Building Co., Limited, 12,500 \$ 5 1/2 40 \$19, sellers

TRAMWAYS.

H.K. High-Low Tramways Co., Ltd., 1,200 \$ 10 1/2 all \$70

MINING.

Jelebu Mining & Trading Co., Ltd., 45,000 \$ 3 1/2 all \$43, buyers

Panyon Mining Co., Ltd., 50,000 \$ 7 3/4 \$44, buyers

Societe Francaise des Charbonnages du Tonkin, 8,000 \$ 56 \$4.50 \$45, sales

NEW BALMORAL GOLD MINING CO., LTD.

Raeb Aust. Gold Mining Co., Ltd., 20,000 \$ 10 1/2 13/10 85

Societe Francaise des Houilleres de Touraine, 8,000 \$ 500 all nom.

CHINA-BORNEO COMPANY, LTD.

H. G. Brown & Co., Limited, 6,000 \$ 10 1/2 all \$3, sellers

HONGKONG HOTEL COMPANY, LTD.

DISPENSARIES.

A. S. Watson & Co., Limited, 60,000 \$ 10 1/2 all \$10, sales

Dakin, Crutcher & Co., Ltd., 50,000 \$ 10 1/2 all \$1, sales

LIGHTING.

H.K. and China Gas Co., Limited, 7,000 \$ 2 1/2 all \$125

Hongkong Electric Co., Limited, 30,000 \$ 10 1/2 \$4.10, sales and sellers

BRICK AND CEMENT.

Green Island Cement Co., Ltd., 30,000 \$ 20 1/2 15 \$12.50 \$4, sellers

HONGKONG ICE MANUFACTURING CO., LTD.

Campbell, Moore & Co., Limited, 1,200 \$ 10 1/2 all \$4, sellers

Geo. Fenwick & Co., Limited, 6,000 \$ 2 1/2 all \$18

Hongkong Bakery Company, Ltd., 8,000 \$ 10 1/2 all \$36

Hongkong Dairy Farm Co., Limited, 5,000 \$ 25 1/2 all \$78

Hongkong Ice Manufacturing Co., Ltd., 3,000 \$ 30 1/2 all \$107, sellers

FOUNDER'S SHARE.

Chinese Imperial 1887, 10,000 \$ 707.20 \$1.260 7 % p. annum 10 % prem., sales

HONGKONG HOTEL MORTGAGE DEBENTURES, 1889, \$ 400,000 \$ 500 4 % p. annum \$500

## Intimations.

## COLLEGE OF MEDICINE FOR CHINESE.

RESIDENTS in the Colony would materially aid the SENATE of the COLLEGE by forwarding to the ALMOND MEMORIAL SOCIETY:

(1) Glass-fronted museum purposes.

(2) Anatomical Papers and Books for the Student's Reading Room and Library.

Address to JOHN C. THOMSON, Hon. Sec. to the College, Hongkong, February 25-1891.

FOR SALE.

A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the LIBEL CASE OF REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.

Price per copy, ... 50 CENTS.

China Mail Office.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing to Grom Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour C.

Shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. Kowloon Wharves. 11. Jardine's Wharf.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the P. and O. Co.'s Office. 5. From P. and O. Co.'s Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10